

Is High-Speed Rail...



Really Coming to the Midwest?



Yes. . .

Especially with the help of  
community planners who support  
the vision for . . .





livable



workable

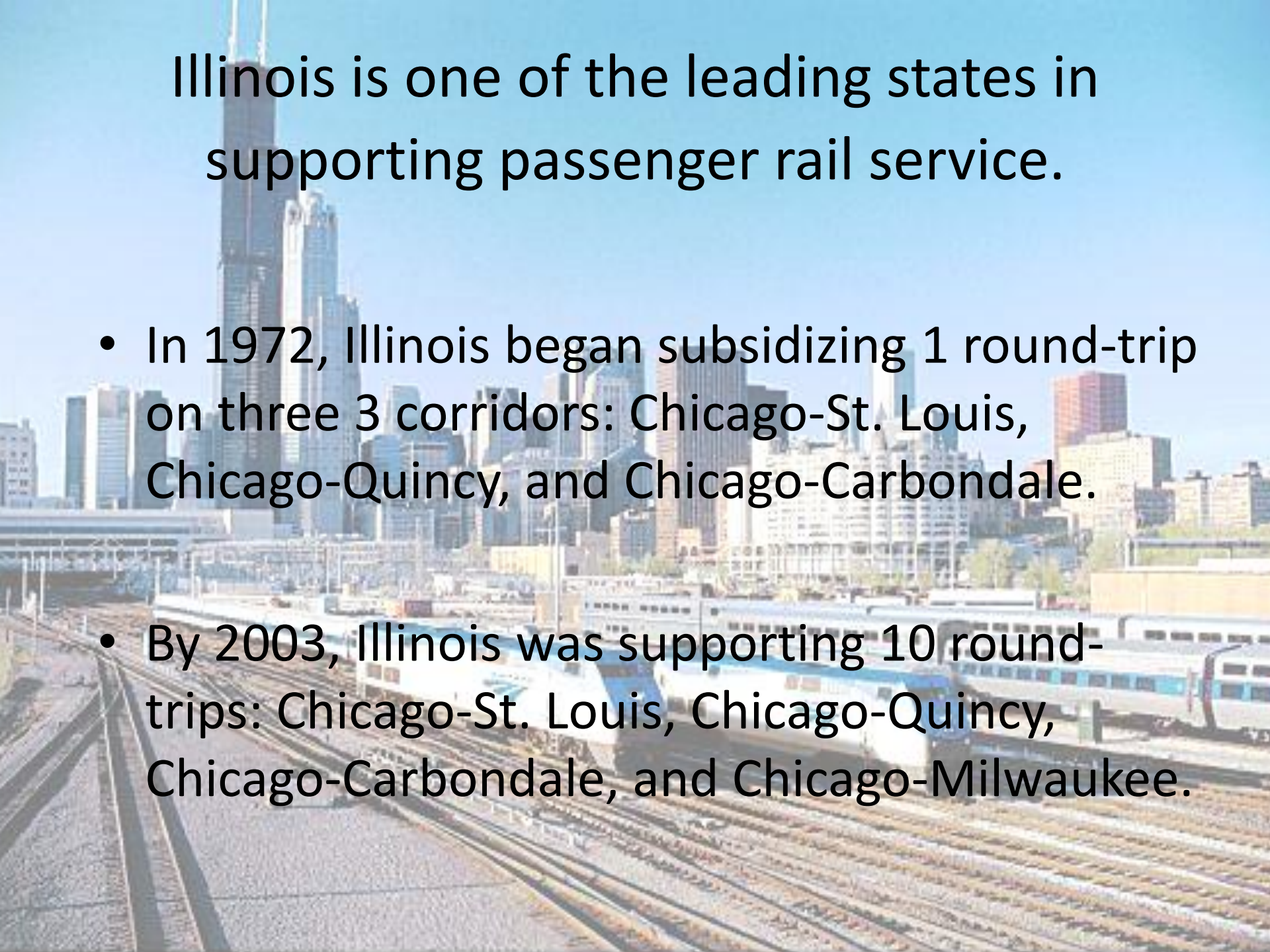


green



communities




A photograph of the Chicago skyline, featuring the Willis Tower prominently on the left. In the foreground, there are several train tracks with a blue and white passenger train visible. The image is used as a background for the text.

Illinois is one of the leading states in supporting passenger rail service.

- In 1972, Illinois began subsidizing 1 round-trip on three 3 corridors: Chicago-St. Louis, Chicago-Quincy, and Chicago-Carbondale.
- By 2003, Illinois was supporting 10 round-trips: Chicago-St. Louis, Chicago-Quincy, Chicago-Carbondale, and Chicago-Milwaukee.

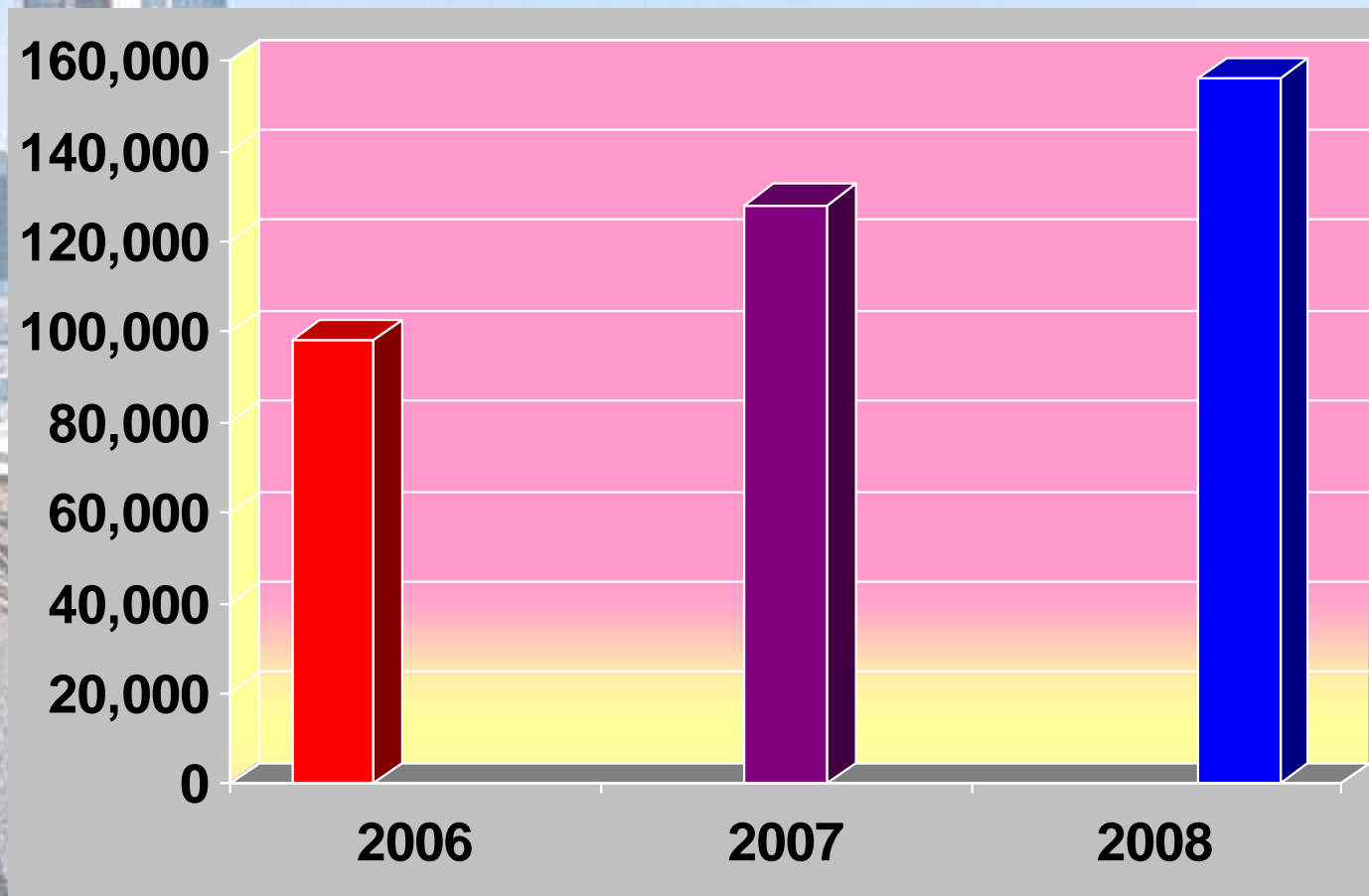


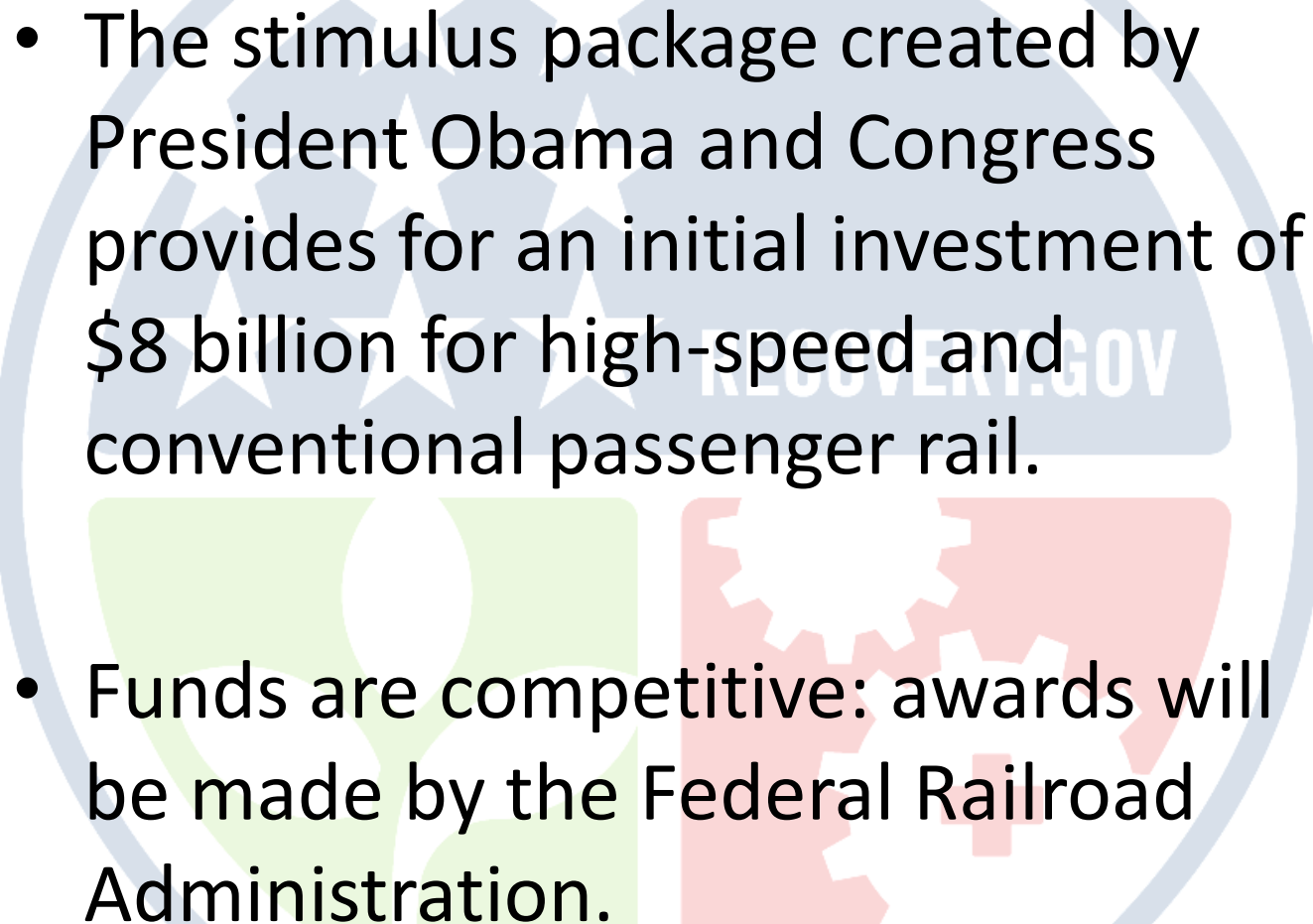
A photograph of the Chicago skyline, featuring the Willis Tower and other skyscrapers, with several Amtrak passenger trains on tracks in the foreground. The text is overlaid on the top left of the image.

With \$28M per year from the State Budget, Illinois now provides 14 roundtrips per day:

- Chicago-St. Louis: 3 roundtrips
- Chicago-Carbondale: 2 roundtrips
- Chicago-Quincy: 2 roundtrips
- Chicago-Milwaukee: 7 roundtrips

And ridership on State-supported trains keeps growing.

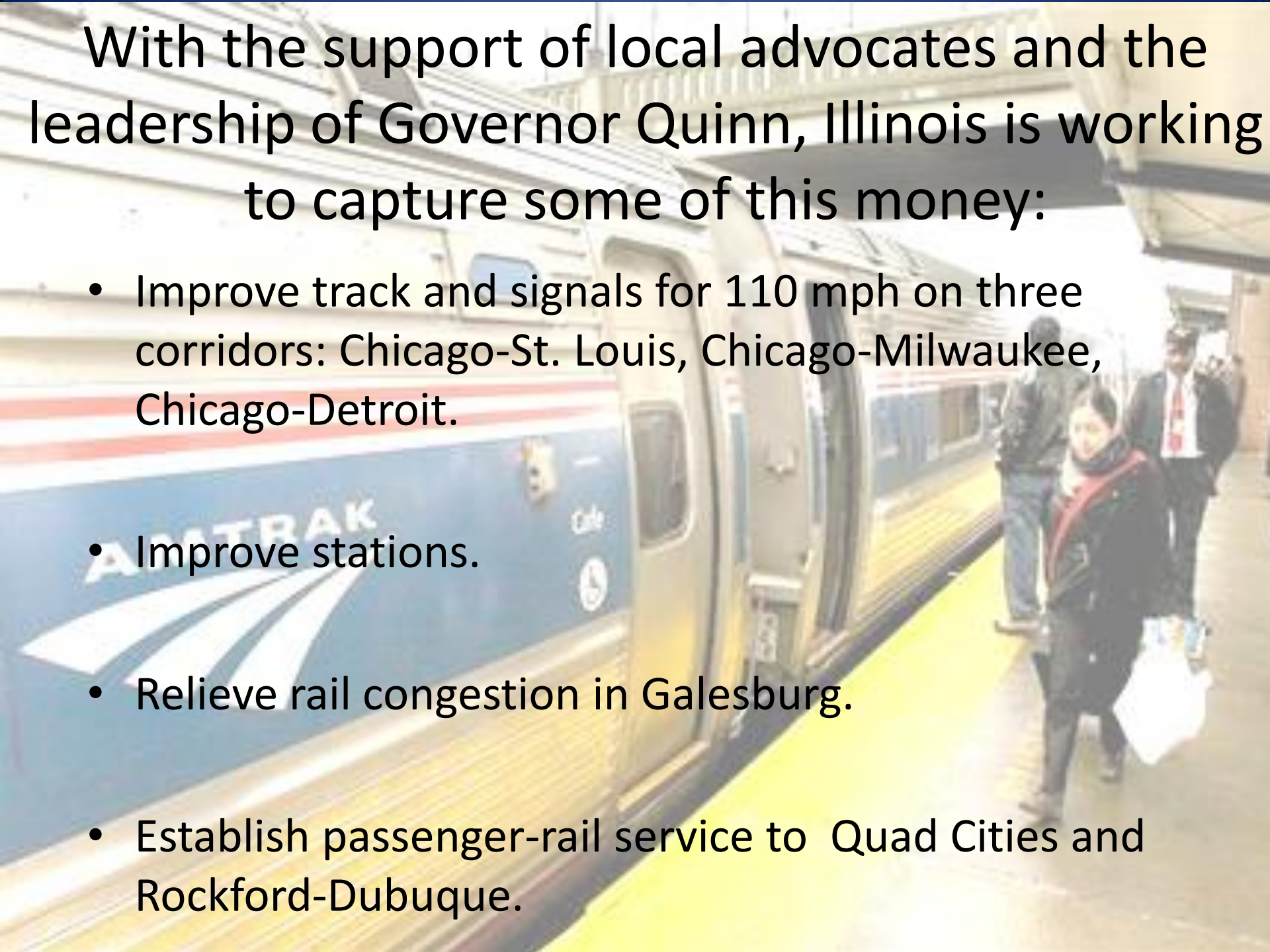


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- The stimulus package created by President Obama and Congress provides for an initial investment of \$8 billion for high-speed and conventional passenger rail.
  - Funds are competitive: awards will be made by the Federal Railroad Administration.



With the support of local advocates and the leadership of Governor Quinn, Illinois is working to capture some of this money:

- Improve track and signals for 110 mph on three corridors: Chicago-St. Louis, Chicago-Milwaukee, Chicago-Detroit.
- Improve stations.
- Relieve rail congestion in Galesburg.
- Establish passenger-rail service to Quad Cities and Rockford-Dubuque.





- Funding for  
services

- Funding for  
main

- Dea

- Illinois  
\$4.



ending

early

# For the Chicago-St. Louis Corridor:

As of October 2nd, Illinois has submitted *competitive* applications for about \$4 billion from this \$8 billion pool.

- Chicago Terminal work that benefits all corridors.
- Station, platform, and related improvements for all stations on the corridor, including Bloomington and Joliet.
- Double tracking and additional siding, to increase overall capacity.
- New rolling stock (locomotives and passenger cars) that meets safety and speed requirements for this premier corridor.



# Track Two Application #1\*

- Rehab all existing sidings on the corridor.
  - Double-track about nine miles near Joliet.
  - Improvements at all stations.
  - Rolling Stock for 110 mph.
  - 3 of 5 trips at 110 mph south of Dwight.
  - ~4 hours (vs. 5 ½).
    - Federal share: \$1,142,324,000
    - State share: \$46,402,300
    - Local share: \$9,920,000
    - Union Pacific: \$3,800,000
    - Total cost: \$1,202,446,000
- \* 2004 Dwight-St. Louis Record of Decision: allows work based on pre-existing Environmental Impact Statement.

# Track Two Application #2:

- Full build-out of the Chicago – St. Louis full corridor:
  - Fully double track vs. single track with sidings
  - Additional station improvements
  - Additional rolling stock
  - 8 round trips per day
  - 110 mph over most of the entire route
- Federal share: \$3,131,000,000
- State share: \$2,000,000
- Local share: \$1,800,000
- Union Pacific: \$81,000,000
- Total cost: \$3,215,800,000



# Track Two Application #3:

- Track work and signal upgrades for new passenger rail service between Chicago and Dubuque, IA, via Rockford.
  - Federal share: \$139,700,000
  - State share: \$6,909,000
  - Local share: \$444,000
  - Total cost: \$147,053,000

# Other States' Track Two Applications

- Iowa:
  - Track work and signal upgrades for new passenger rail service between Chicago and Iowa City, IA, via the Quad Cities. The application was for nearly \$235,000,000, with nearly \$135,000,000 for Illinois' share of work.
- Michigan:
  - Funding for CREATE Project P1 in Chicago, a rail-to-rail grade separation, which is vital for Chicago – Detroit high-speed rail.



# Criteria for these federal competitive funds include:

## 1. Transportation Benefits

- Reliability
- Safety
- Efficiency

## 2. Financial viability

# Under the technical criteria, Illinois is in good standing to compete for federal dollars:

- Expertise and experience: Because of our technical expertise, we can demonstrate that our applications will result in reliable and safe passenger rail service.
- Previous Work: Illinois has already begun to upgrade Chicago-St. Louis to a modern high-speed rail corridor. With “Illinois First” capital funds (1999), Illinois invested over \$100 million to upgrade track, bridges, and crossings to raise speeds on portions of the corridor from 79 mph to 110 mph.



Fiscally, Illinois is in good standing to compete:

- ✓ The capital plan produced by Governor Quinn and the General Assembly provides at least \$450 million for high-speed and conventional rail.
- ✓ These state funds can help us secure future federal dollars.




# There also are five programmatic objectives for federal high-speed rail funds:

1. Transportation Network Integration
2. Livable Communities
3. Create and Keep Jobs, Particularly in Disadvantaged Areas
4. Environmental Quality
5. Energy Efficiency


# Under these federal objectives, rail funding will be tied to. . . .

- Safe, efficient, reliable passenger service, connecting. . . .
- A series of “livable, sustainable, workable, green communities” along passenger-rail corridors entailing. . .
- Such amenities as housing, places to work, shops, restaurants, services, entertainment, museums, walkways, and open space.



Under the federal guidance:  
the FRA will determine whether an  
application will meet its objectives  
by looking at  
*“stakeholder agreements”*





Like other States, Illinois has asked local stakeholders to commit real action to promote the objectives of the White House and Congress:

1. Transportation Network Integration
2. Livable Communities
3. Jobs, Particularly in Disadvantaged Areas
4. Environmental Quality
5. Energy Efficiency

A photograph of a city street corner. In the foreground, there is a modern bicycle shelter with a glass roof and a blue frame. The shelter has a sign that says "Bicycle Shelter" vertically. Two bicycles are parked inside the shelter. A man and a woman are standing near the shelter. In the background, there are city buildings, a traffic light, and a pedestrian crossing sign. The text is overlaid on the top half of the image.

Current prognosis: Washington and Illinois will continue to utilize rail transportation dollars as part of an over-arching effort to promote livable sustainable green communities. . . .

“With smart growth, affordable and convenient housing, and seamless transit networks, we’re going to see interconnected high-speed rail communities that are livable, environmentally friendly, and energy efficient.”

Joe Szabo, FRA Administrator

“As we plan the cities and towns where our children and grandchildren will live, we must ensure that our focus is on smart growth, accessible transportation, and economic development that creates jobs and opportunities. I look forward to sponsoring legislation that will lay the groundwork for these communities of tomorrow.”

Congresswoman Debbie Halvorson



For more information about Illinois high-speed rail initiative, or the connection to livable communities:

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